

'OPEN SHOP' TRUCK COMPANY FORMED

\$100,000 Corporation to War on Boycotts and Teamsters' Strikes.

CITIZENS TAKE STOCK

Union Leaders Call It Beginning of Great Political Conspiracy.

As a permanent weapon against union boycotts and teamsters' strikes, the all-American commercial interests of New York have incorporated the Citizens Trucking Company, with a paid in capital stock of \$100,000. This corporation will employ non-union labor and operate the "open shop" trucks now at work on the coastwise piers under Col. Frederic A. Meador.

The merchants' programme will meet with strenuous opposition from organized labor, according to Peter J. Brady, one of the union leaders in the fight to prevent the Merchants Association from making New York an "open shop" town. "I am extremely sorry the officers of the Merchants Association are making this war on legitimate and loyal unions," Mr. Brady said yesterday in Montreal, where he is attending the convention of the American Federation of Labor.

"The unions cannot expect fair and honest treatment from the citizens transportation committee when they have such counsel as Walter Gordon, former counsel for the Anti-Boycott Association, and Walter Drew, counsel for the Erectors Association, a subsidiary of the United States Steel Corporation."

"Outward appearances seem to prove this is not merely a war on the transportation trades, but in reality the beginning of a great political conspiracy for use in the coming campaign where the interests of large corporations, with publicity and money in large quantities, will try to confuse the minds of the voters on a law and order programme."

The so-called "Citizens' Transportation Committee" and the officers of the Merchants Association are entirely Republican. I believe it is an attempt throughout the country to secure election not connected with labor to a little heat by false representations so that candidates of corporations and interests may be elected.

Under cover of the apparent victory which the merchants believe they have won through a judicial decision of Justice Sweet, they will attempt to compel persons to work whether they like it or not. They have decided it is impossible to make citizens of the United States work, either by injunction or judicial instructions, when it means industrial slavery.

"We have already had an effective illustration in the attempt of Federal Judge Anderson and Attorney-General Palmer in the coal miners' controversy last winter and in Gov. Allen's so-called judicial court in Kansas. No judicial order can permanently infringe on the Constitutional rights of American citizens and any efforts made by the Merchants Association will meet strenuous opposition."

Mr. Brady said also that the money used to establish an independent trucking company might have been used to the greater benefit of the public in an "open shop" effort to settle the harbor strikes. He accused the Merchants Association of misrepresenting facts and "taking sides" with the steamship companies in "a war on the unions of the port of New York."

Col. Meador's fleet of fifty non-union trucks worked on the coastwise piers yesterday morning without molestation from strike pickets. There were threats, however, and indications in one quarter at least that trouble is brewing. This was at a factory where the employees threatened to strike because material was handled by non-union truckmen.

Seventy-five to 100 tons of freight were moved in the half day, Col. Meador said. He added that next week he will speed up operations, and hopes to clear the docks at the rate of 500 tons a day, which would complete the job in six days. The men, mostly ex-soldiers, were paid off at the same rates as union men receive.

In announcing the formation of the new trucking company, the Merchants Association said:

"The company was incorporated in Albany with a capital stock of \$100,000, divided into 1,000 shares of \$100 each. It is a perpetual corporation, with three directors and a principal office in the Borough of Manhattan, New York city. The directors for the first year are Walter Gordon Merritt, chairman of the law-committee of the Citizens Transportation Committee; John R. Young, secretary of the Citizens Transportation Committee, and John M. P. Thatcher.

"The powers of the company are defined in the certificate of incorporation as follows:

"To carry on the business of trucking, draying, forwarding, receiving, unloading, loading and transferring all kinds of goods, wares, merchandise and any other commodity or thing of value, and to that end to buy, sell, lease and otherwise deal in any and all kinds of equipment, supplies and other things used or useful in the carrying on of said business."

"Other powers granted are to acquire, business, buy securities, borrow money in any amount, guarantee the payment of dividends, buy or sell trade marks, patents, inventions, etc., and in general to do any and all things and exercise any and all powers which it may now or hereafter be lawful for the corporation to do or to exercise under and in pursuance of the business corporations law of the State of New York or of any other law that may now or hereafter be applicable to the corporation."

TRAIN DISPATCHERS PLAN FREIGHT RELIEF

Methods to Be Discussed at Convention To-morrow.

The American Train Dispatchers Association will begin its third annual convention to-morrow morning at the Hotel Commodore. The association will discuss methods of speeding up the movement of cars with the purpose of relieving the present freight congestion, and it is expected to make recommendations to the railroad managements.

Delegates began arriving Saturday. The convention will be in session all day Sunday and from the principal railroads all over the country will be present. Many of the delegates are accompanied by their wives, for whom a series of sightseeing tours and other entertainments has been arranged. Police Commissioner Enright will deliver the address of welcome.

The association expects to work out some valuable suggestions which, if put into effect, will do much toward relieving the congestion at the terminals. "The railroads are asking for 100,000 new cars," an official of the association said. "We feel that these cars will be of little use if they can't be moved, and that the improvement of terminal facilities is just as important as an increase in the rolling stock."

Result of Ninth Ballot.

Delegates	State.	Wood	Lowden	Johnson	Harding	Coolidge	Hoover	Pindester	Sproul	La Follette
14	Alabama	4	6							
6	Arizona	6								
13	Arkansas	11	10							
26	California	6	1	26						
12	Colorado	6	1		5					
14	Connecticut			1	13					
6	Delaware				3					
8	Florida	1			7					
17	Georgia	8			1					
8	Idaho	5	1	1						
58	Illinois	41	17							
30	Indiana	15	4		11					
26	Iowa	26								
20	Kansas				20					
26	Kentucky				26					
12	Louisiana				12					
12	Maine	12								
16	Maryland	16								
35	Massachusetts	11	1	1	22					
30	Michigan	15	6	8	1					
24	Minnesota	17	5	2						
12	Mississippi	7			4					
36	Missouri				36					
8	Montana									
16	Nebraska	16								
8	N. Hampshire	11	1	3						
28	New Hampshire	8								
6	New Mexico	6								
22	New York	5	4		66	6	4			
10	North Carolina	3			18					
48	Ohio	9	4	3	39					
20	Oklahoma	4			18					
10	Oregon				5	1				
76	Pennsylvania							75		
11	South Carolina				11					
10	Rhode Island	10								
10	South Dakota	10								
20	Tennessee	6	1		13					
23	Texas	2	2		19					
8	Utah	2	2		4					
8	Vermont	8								
15	Virginia	4			11					
14	Washington							14		
16	West Virginia	8			7					
26	Wisconsin	1							24	
6	Wyoming	1			6					
2	Alaska				1					
2	Dist. of Col.				2					
2	Hawaii				2					
2	Philippines	2								
2	Porto Rico				2					
Totals		248	122	82	374	28	6	14	78	24

Necessary to nominate, 498.

SCATTERING—New York, 1 for Lenroot, 2 for Butler; Oklahoma, 1 for Hays, absent; Pennsylvania, 1 for Knox; Texas, 1 for H. F. McGregor, absent.

Result of Tenth Ballot.

Delegates	State.	Wood	Lowden	Johnson	Harding	Coolidge	Hoover	Pindester	Sproul	La Follette
14	Alabama	3	3							
6	Arizona									
13	Arkansas									
26	California			26						
12	Colorado				12					
14	Connecticut			1	13					
6	Delaware				6					
8	Florida				7					
17	Georgia	7			10					
8	Idaho	3	2	1						
58	Illinois	41	17							
30	Indiana	9			21					
26	Iowa				26					
20	Kansas	1			18					
26	Kentucky				26					
12	Louisiana				12					
12	Maine	12								
16	Maryland	10			5					
35	Massachusetts	17			17					
30	Michigan	1		4	25					
24	Minnesota	21		1	2					
12	Mississippi				12					
36	Missouri				36					
8	Montana									
16	Nebraska	5			7	4				
6	Nevada				1	3				
8	New Hampshire	8			7	5				
28	New Jersey	15								
6	New Mexico				6					
22	New York	6	3		68	4	4			
10	North Carolina	2			10					
48	Ohio				48					
20	Oklahoma				20					
10	Oregon	3			5	2				
76	Pennsylvania	14			1	60				
11	Rhode Island					10				
10	South Carolina					11				
10	South Dakota	6				4				
20	Tennessee				20					
23	Texas				23					
8	Utah	1	2		5					
8	Vermont	8								
15	Virginia	1			14					
14	Washington				14					
16	West Virginia				16					
26	Wisconsin				6			1		
6	Wyoming				2					
2	Alaska				2					
2	Dist. of Col.				2					
2	Hawaii				2					
2	Philippines	2								
2	Porto Rico				2					
Totals		155	10	80	456	95	5	9		24

Necessary to nominate, 493.

SCATTERING—New York, 1 for Lenroot, 2 for Butler; Pennsylvania, 1 for Knox.

2 BIG ARMY PLANES HERE FROM CAPITAL

Make Flight With 14 Passengers in 2 Hours 25 Minutes.

Two big all metal army monoplane, racing at better than 100 miles an hour, landed at Central Park, L. I., yesterday afternoon from Washington within six minutes of each other.

One of the huge planes, carrying Col. W. K. Wilson of the General Staff of the Army, five other officers and one woman, made the 28 miles in 2 hours 25 minutes. The other, with Col. W. E. Gilmore and five other officers aboard, made it in 2 hours 31 minutes.

"I wrote three letters on the way up," Col. Wilson said. "The writing is legible and firmer than if I had done it in a Pullman car. I think this type of plane will be especially valuable for inspection trips for ranking officers."

Before the start Benedict Crowell, Assistant Secretary of War, Gen. William Mitchell and Gen. Member of the Army Air Service were given "hops."

WASN'T SO HOT, JUST HUMID.

Saturday Some Ten Degrees Cooler Than Friday.

"That old cliché, 'It isn't the heat, it's the humidity,' was in use all day yesterday by people who were talking a week ago about what a disgustingly cool spring this was."

"They were right about it, however, for the thermometer's highest during the day was 79 degrees at 3:30, which was more than ten degrees below the previous day's record. Humidity reached 67 degrees at 11 o'clock. The thermometer dropped rapidly from its high to 67 degrees at 9 o'clock. One prostration from heat occurred during the day."

The weather man last night said he thought today would be a repetition of Friday's torrid spell, but relented sufficiently to say that a cooling shower early this morning might possibly be arranged.

SAYS HE'S GRANT 'INCARNATED'


But Negro Threatens by Mail Before He Starts Battles.

A negro who signed himself "Gen. U. S. Grant incarnated in the person of A. A. Hazzard" was committed to Bellevue Hospital for observation yesterday, accused of having sent a letter to Senator Charles Palmer of Wilmington, Del., threatening to kill the Senator and his family. Detective Henry Butts, who arrested the negro in his room in 17 East 121st street, said Hazzard had been confined in an asylum early this year and "was released."

Communication with the Attorney-General of Delaware revealed, according to the police, that Hazzard nursed a grudge because Senator Palmer had sent him to jail twice, and that the negro had threatened the lives of other prominent Delaware citizens through the mails.

Fire Record

A. M.—12:25—West Forty-sixth street: Import Flower and Feather Co. Bldg. 1:45—402 Washington street: unknown. Slight 11:45—Hill st. North River: steamship Cardigan, French line. Unknown P. M.—1:10—116 Bleeker street: A. Steinman. Unknown 1:20—225 Columbus avenue: William Broder. Unknown



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See Pages 8 and 21 for Other Hearn Advertising.

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